

# Providing Air Facilities Challenges State Solons

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Providing air transportation to California's far-flung less populous areas involves many practical and economic problems for which adequate solutions must be found in the

near future. If the best interests of agriculture, construction, forestry, mining, and other important segments of our business are to be properly served by this convenient and versatile form of transport, sound planning and cooperative action are necessary.

Basic among factors limiting air transport are airport facilities. There are hundreds of facilities scattered all over the states that are loosely called airports, ranging from crudely leveled landing strips to the most modern international air terminals, but their adequacy to meet our real needs is open to much question. A series of six joint meetings on the matter have been scheduled by the Senate Committee on Transportation and Public Utilities and the Assembly Committee on Transportation and Commerce.

One was recently held in Redding. . . . PRESENT TO GIVE testimony were representatives of four northern counties, four cities in the same general area, and of three privately owned airports, including one specializing in agricultural work. Also participating were spokesmen for the state Division of Aeronautics, and others interested in aviation. Many problems connected with the number of airports needed, the best locations for

them, and the types of service for which they should be developed, were laid before the committees. The two groups were reminded that airports in outlying areas are operated by private owners in some instances, but more frequently by counties, cities, or airport districts under state law. Many of the airports are relics of World War II. They were built by the federal government for military purposes and were turned over to local agencies at the end of hostilities. Some of

them scarcely meet today's needs as to location, equipment, or condition. THE PRIMARY concern of the two legislative committees is the advisability of legislation to establish some sort of statewide system of approved airports, tailored to meet the needs of outlying areas. Many factors must be studied in detail before any such program could be submitted. An inventory of present facilities, of current and future

usages, must be developed for all parts of the state. Some standards as to what will be defined as an airport, or some for two or more classes of airports, must be devised. The relationship of any such proposed system to the network of federally supported major airports must be carefully worked out. A BASIC element in all planning for the future which must be thoroughly studied is the financing of any expansion of existing airports, or of any statewide system. It is only too evident that operating revenues in many cases do not cover expenses, let alone provide any reimbursement of capital investment. It is obvious

that adequate financing of some sort must be developed before any airport system can be recommended. Future meetings will be devoted to this, among other problems. In metropolitan areas, the two committees are confronted by persistent loss of necessary small airports because of rapid urbanization, and steady increase in land values which make replacement almost impossible. Efficient use of small aircraft could be threatened by this trend. The work of the Senate and Assembly committees on this matter amply proves, that if all California is to benefit from the air age, much remains to be done.

## TV CANDIDS by Terrence O'Flaherty

On the floor of a wide corridor at CBS Television City someone has painted a winding yellow brick road. It leads from the door of Studio B across the hall to a dressing room disguised as a little cottage, complete with fake green grass and a picket fence.

Anyone who saw "The Wizard of Oz" will remember the yellow brick road and know immediately that the dressing room belongs to Judy Garland. I suspect that she is happy as she trips along the road these days—after her successful premiere this season which gave her a new character.

To fully understand what happened one must know what has been going on backstage at CBS Television City in Hollywood for the past four months. It is interesting because Miss Garland is not just another singing star. She is the last of the great spellbinders.

Since the days of Al Jolson's prime on Broadway, there is no one else left in show business who can reach out across the footlights and pull an audience.

By the middle of August, Garland and Company had five shows completed and there were many tales about her temperament and how she had kept her crew and audience in a state of exhaustion. There are still these tales but that's CBS's worry. And a big one, I suspect. But if temperament can produce quality, then perhaps more stars should be temperamental.

At the conclusion of the first set of five shows the producer and the entire creative staff took a fast exit largely due to a conflict over what the show should be. The first shows were done as single "specials" with no continuing gimmicks.

CBS brass believed that there should be some continuity to the programs and pointed for example to Como's salute-to-the-States gag which not only was a familiar landmark in the program for the audience, but it also accounted for 12 minutes of each hour.

For a new producer, CBS turned to Norman Jewison, a young Canadian who is barely 30 years old and has a string of tasteful programs to his credit including the original Garland show two seasons ago, the Harry Belafonte specials, and many others.

I cornered him in his office where he was planning the next eight shows. He was wearing Levi's and a yellow sweater. He smokes cigars—to make him older, I suspect—but it doesn't help. I found him keen and attractive.

His youth and enthusiasm are in his favor. And I have a hunch he needs them in his assignment.

"My main effort has been to bring out a new side of Judy Garland. She is far more than just a singer. I don't mean to do dramatic skits. I just want the television audience to get to know her as a person. I find her to be a charming, bright, highly charged woman. I would like the viewers to know her this way also."

To do this, Jewison will have a regular "Tea for Two" sequence where Garland will chat with her guest star informally without a script. This trick was used effectively in the opening show with O'Connor. Another regular feature is "The Trunk," which will be used to introduce a nostalgic bit from the star's theatrical past.

"The viewing public has come to expect a kind of 'form' to a show," said Jewison. "I call it a connective tissue. The first five shows done by my predecessor are very good shows and they will be used, of course—Good Lord! There are millions tied up in them—but the shows we are doing now have more of a form, I believe.

"There has been a lot of talk about difficulty with Judy on the set but I haven't found any problems. Talented people are usually bright and co-operative. Untalented people always cause more trouble."

## Music Bureau Sponsors New Chorus Group

Chorus membership is now open for men and women of the Southwest in a new singing group, sponsored by the Los Angeles Bureau of Music of the Municipal Art Commission.

Meetings, scheduled for Monday evenings, Narbonne High School Chorus Room, 243000 Western Ave., Harbor City, from 7:30 to 10 p.m. will be under the direction of Walter Wittel with Mary Ann Ivanoff as accompanist. Registration will begin at 7 p.m. Concert presentations will be included on program, according to Wittel.

## Cub Pack 785-C

Cub Scout Pack 785-C will hold a cub recruiting meeting Oct. 25 in St. Catherine Labourer School Hall, at 7:30.

Boys between the ages of 8 and 10 are invited to attend with their parents. All cubs will wear Indian dress and authentic Indian dancers will perform.

Cubs presented awards at the pack's September meeting were: David Anderson, bear badge; Donald Chaney, silver arrow; John Chaney, bear badge and gold arrow; and Michael Cowan, lion badge and gold arrow.

Michael Divinski, silver arrow; David Gallegos, bear badge and gold arrow; David Gleason, silver arrow; David Oliver, gold arrow and two silver arrows; Michael Price, bear badge and gold arrow; and Scott Williams, gold arrow and four silver arrows.

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